

TAB 4: PUBLIC SUPPORT

4A. IDENTIFY WHO WILL BENEFIT FROM THE PROJECT, HOW THEY WILL BENEFIT AND HOW THE PROJECT WILL BENEFIT THE OVERALL TRANSPORTATION SYSTEM.

GROUPS BENEFITING FROM THE PROJECT

The following groups will achieve the most benefits from the project:

- *Commuting Motorists*
- *Public Transportation Network and Users*
- *Business Community*
- *Air Travelers*

Commuting Motorists - Greater Efficiency for Both Public and Private Users

A complete network of express toll lanes allows motorists a choice between driving on more congested lanes for free, or to pay time-of-day tolls to drive in congestion-free lanes. Express toll lanes offer travelers a true choice: guaranteed travel time with a varying toll depending on the level of congestion to be mitigated. At present, all travelers have the opposite choice by default: an uncertain travel time in exchange for a known toll. The Dulles Expressway will operate as a common carrier open to anyone wishing access to either the general purpose lanes or the express toll lanes.

Public Transportation Network and Users- Multi-modal Travel Choices

The current local transit authority (WMATA) will be free to compete for patrons, as will Fairfax Connector and non-union carriers. Special ridesharing zones will be established in selected offline locations to encourage just-in-time ridesharing.

Orange Line Impact

Much higher free flow capacities (added 50,000 trips per day from a single pair of ETL's alone) permit express bus service that may permit indefinite delay of Rosslyn tunnel rebuild, a cost which has NOT been included in the FEIS for Dulles Rail. This is the London, England approach: delay or avoid expensive rail and tunnel investments by shunting extra demand to congestion managed surface transportation.

In-Line Ride Sharing Facilities ("Sluggers")

Planned ride sharing has the potential to handle 45,000 trips per day, as it does on the Shirley Highway, if made convenient for both drivers and riders. We propose offline pickup/drop-off zones to facilitate this form of private transit as a formal part of the transit plan, built into the project as an essential design element from the beginning. We want to make this form of private transport even more attractive than it is on the Shirley Highway, where passenger transfer zones are ad-hoc and located on private land.

4A.

Business Community- Express Toll Lanes Network

A network of express toll lanes means that businesses relying on on-time deliveries or scheduled appointments will be able to minimize their travel time and optimize their work time. For all other businesses, employee lost or reduced work time due to traffic delays and accidents can be minimized.

Air Travelers - Faster and Easier Access to Dulles Airport

The most important impact to air travelers is that if they are willing to pay time-of-day tolls, they can reduce travel time between Dulles and Washington, D.C. to half an hour. Other benefits are:

Better Access to Check-in/Baggage Pickup

Express buses load and unload closer to check-in and baggage delivery areas than alternatives. We suggest express bus service utilize the upper ramp for departures to get passengers even closer to check-out counters. Lower level service can continue as at present. Car drop-off system can be improved. Suggest cell phone waiting area for those picking up arrivals, as at LAX.

Improved Access to Service Destinations

With managed lanes free from congestion, private operators can guarantee arrival times, therefore, optimizing their fleet of operation and making more frequent service possible. The ability to provide specialized destinations with private transit offers important degree of flexibility as the service area expands.

Greater Choice of Service

Airport service will be able to open for any qualified operator, public or private, with any type of vehicle. Public sector unions and monopoly transit agencies will not dictate the type and level of service and its pricing. These decisions will be left up to the private operators.

BENEFITS TO OVERALL TRANSPORTATION SYSTEM

By linking northern Virginia's emerging network of express tolled highways into a single network, our plan is a cost-effective and timely plan that will not only help to relieve congestion, but it will help improve safety and incident response time since free-flowing traffic and traffic-monitoring cameras will be an integral part of the project. Further, the project will require incremental public investment, as most of the right-of-way is already owned. Finally, our project delivers what northern Virginia motorists have been asking for – additional capacity delivered in a timely manner.

4B. IDENTIFY ANY ANTICIPATED GOVERNMENT SUPPORT OR OPPOSITION, OR GENERAL PUBLIC SUPPORT OR OPPOSITION FOR THE PROJECT.

We believe our practical and cost-effective approach to improving mobility throughout the Washington, D.C. area will be welcomed, especially once its overall benefits to all modes of transportation become apparent. As noted earlier, the Washington D.C. metropolitan area ranked last in the percentage of workers driving alone (40.5%) yet its motorists had one of the longest mean commute times in the nation (28 minutes), according to the U.S. Census Bureau.

The U.S. Census Bureau also ranks mean commute time by county. In the most recent ranking, Prince William and Fairfax counties were ranked 4th and 32nd, respectively, in having the longest mean commute times. It is interesting (but probably not surprising) to note that their commute times were greater than the average for Washington D.C. overall.

We therefore believe that the benefits our project brings in terms of congestion relief, shorter commute times, and more predictable travel will be embraced by elected leaders and commuters alike.

4C. EXPLAIN THE STRATEGY AND PLANS THAT WILL BE CARRIED OUT TO INVOLVE AND INFORM THE AGENCIES AND THE PUBLIC IN AREAS AFFECTED BY THE PROJECT.

Our project's success and overall effectiveness lies not only with VDOT, but the affected local governments and the traveling public. Therefore, we are committed to developing a communications program to share information about this project with the public. The program will target the following stakeholder groups:

- VDOT
- Transit Groups
- Fairfax, Arlington, and Prince William Counties
- City of Falls Church
- Local Cities
- Elected Officials
- Major Employers
- Commuter Groups
- Public Safety
- Media

As the final project scope becomes finalized we plan to work with VDOT's Public Affairs offices, and will keep the public informed regularly about all aspects of the project's progress through communications channels such news releases, public presentations, and a project information page on VDOT's web site. Our goal is to keep area elected officials and residents informed so that they can stay abreast of the project segments as they are completed. By doing this, they will be better able to quickly adapt their commuting patterns to better suit their daily travel needs.